

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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COUNTRY	Poland	REPORT	25X1
SUBJECT	Lukow South Airfield and Lukow North Airfield	DATE DISTR.	19 July 1955
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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2. The reports contain the following information: a sketch of the airfield; units stationed at the south airfield, such as Fighter Pilot School [redacted] the aircraft of the airfield, such as MIG-15's and YAK-17's; locations of the fuel and ammunition dumps; road and railroad connections, and limited general area information.

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25 YEAR RE-REVIEW

TE	X	ARMY	X	NAVY	X	NSC	AEC	Other
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Washington distribution indicated by "X"; Field distribution by "

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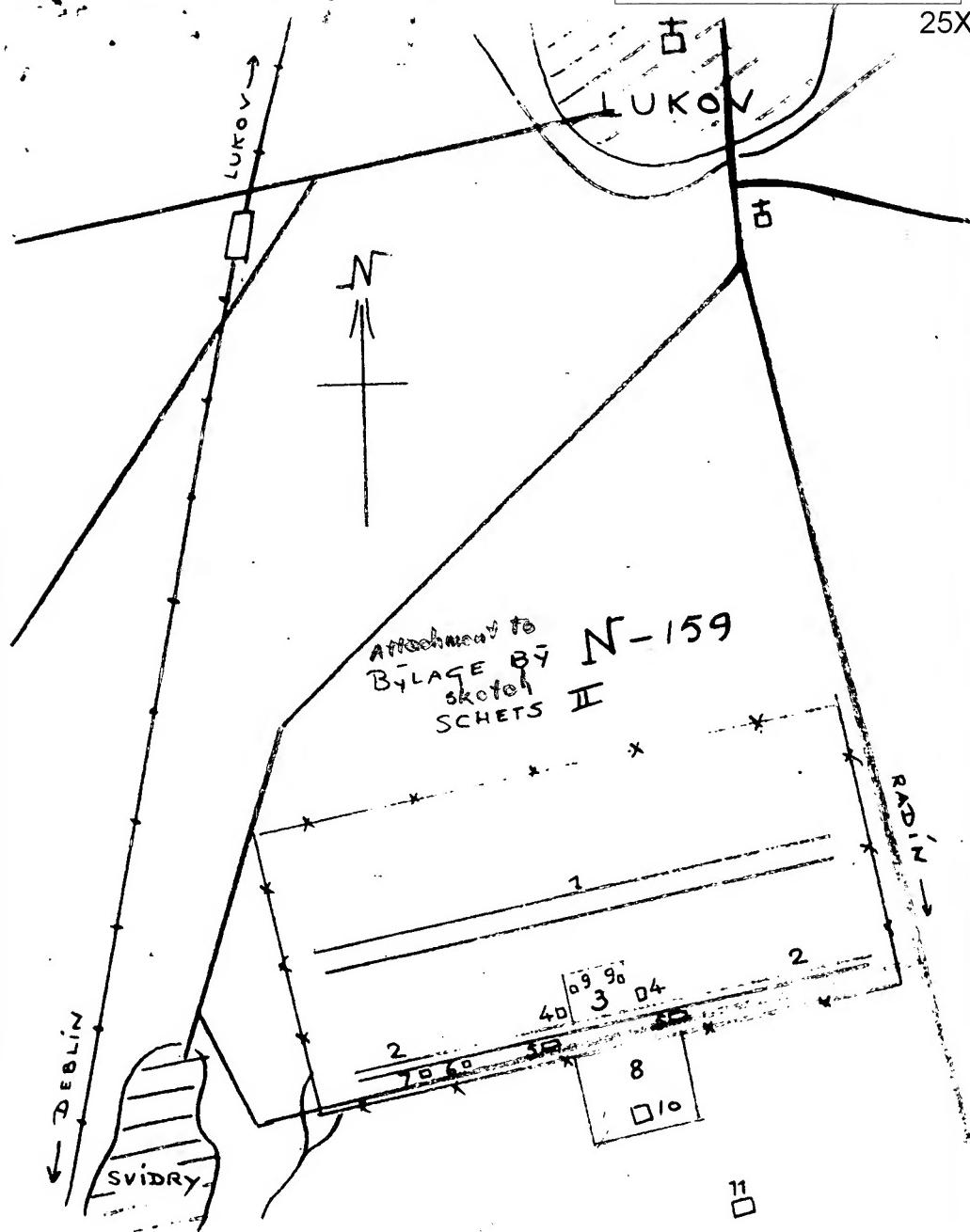
FLUGFELD  
NORD  
North  
Field

JAGODNE

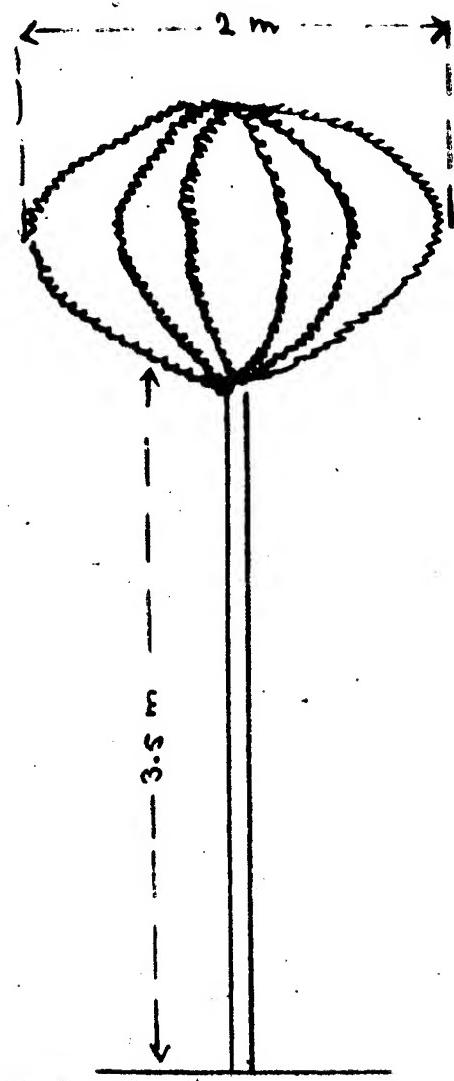


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Attachment to  
N-159

sketch  
SCHETS III

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LUKOV Airfield, [redacted] Poland

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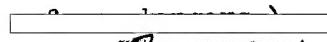
1. Location.

LUKOV, a city in eastern Poland, is situated on the WARSAW-SIEDLCE-LUKOV-BIALA/PODLASKA (Russian border) railroad.

2. Location.

The airfield is located at the ~~xx~~ intersection of the LUKOV-RADIN and the LUKOV-SWIDRY highways, 3 km south of the church in the main square of LUKOV, 500 meters east of the LUKOV-DEBLIN railroad.

3. Runways, Taxi Strip



Runway [redacted] (see sketch No 1)

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Length of the runway : 2400 m; width: 50 m.

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Consists of 10 x 10<sup>m</sup> concrete slabs, seams closed with tar. ~~NOFORN~~

The runway runs through the center of the airfield, east-west, ~~direction~~, ~~Taxi~~  
Access strip. Sketch, No 2.

20 m wide, rolled.

Parking Place: Sketch, No 3

At the center of the southern edge of the field; size: 250 x 300 m;  
 paved with concrete. The space between the parking place and the runway  
~~is continually~~ kept rolled.

#### 4) Garrison.

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1. Fighter pilot school, field post number 4780
  2. Ground crew school unit (Company)
- ad 1. Fighter Pilot School; field post number 4780.

Training cadre: 40 officers and non-coms.

Communications, transport and shop units; ~~constantly~~ 250  
 fighter pilots assigned to school; ~~constant number~~  
 School course lasts 9 months. Also pilot refresher courses.

Aircraft: YAKK - 9

20 Type U MIG 15

10 Type U YAKK 17

2 Type Storch.

U MIG 15 aircraft similar to the MIG 15 trainer, two seater. Can  
 be recognized by the long plexiglass canopy over cockpit.

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The aircraft stationed at the field belong to the 300 series.

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The U YAKK 17 aircraft are equipped with a turbo jet engine, have  
 a length of 11 meters and a wing span of 10 meters, high, single wing,  
 and reportedly have a speed of 800 km per hour.

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~~SECRET~~ad 2, Ground Crew Company

Guard platoon, communications platoon, shop platoon.

5. Buildings.

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Hangars. See Sketch, No 4

On both sides of the airfield, west and east, there [redacted] is one hangar, each 120 x 60 meters, concrete construction, flat roof, [redacted] roll-up steel doors.

These hangars are used as assembly shops. Between the runway and the southern edge of the field, west and east of the parking place, (see No 5 on sketch), foundations have been dug for the construction of 2 additional hangars. Construction materials are already at the site.

*is located*  
 800 meters east of the western corner [redacted] is the location of the Air control tower, see No 6. This tower is located between the runway and the southern edge of the field. It is 25 meters high.

The airfield headquarters is located 600 meters east of the western corner of the field. See No 7. This is a three-story building, 20 x 8 meters, flat roof.

Barracks Complex, See No 8 on Sketch

Located about in the middle of the southern edge of the field, opposite the parking [redacted] ramp. Very well camouflaged with trees, *of brick* 30 single barracks [redacted] tile construction, with concrete foundations.

Further:

2 two-story command buildings with flat roof, each 50 x 20 m.

2 rows of garages.

Remarks: the woods extend up to the southern edge of the field.

6. Aircraft stalls. None built as yet7. Fencing.

The entire field is surrounded with a barbed wire fence. Barracks complex at the southern edge of the field is also surrounded by barbed wire.

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8. Radar, radio and meteorological station.

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Radio.

In the aircraft control tower (see No 6 of sketch)

Spherical antenna on the flat roof of the control tower.

Spherical antenna: diameter 2 meters, on a 3.5-meter staff.

(See sketch, III)

No permanent radar station.

There is [redacted] a wind-speed indicator on the flat roof of the [redacted] hangar located to the west of the parking ramp. No 4 on sketch.

No meteorological station.9. Motor fuel and munitions

25X1

Fuel tanks - see No 9 of sketch.

These are located on the parking ramp, see No 3 of sketch.

Each tank has a capacity of 5 [redacted] car loads, equipped with automatic pumps, usually filled from tank trucks.

Munitions See No 11 of the [redacted] sketch.

500 meters south of the barracks complex, No 8 on sketch.

Area: 100 x 150 meters, surrounded with barbed wire, consists of 4 barracks.

There is also an ammunition magazine within the barracks complex,  
see No 9 of sketch.

The ammo magazine is empty, unguarded.

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[redacted] in the summer of 1954,

aircraft packed in crates arrived at the field. Some of these crates were 8 meters long, 3 meters high and 2 meters wide.

Another portion of these crates were of a smaller size. All of the

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crates are still unopened. Rumors have it that they contain parts for MIG 15s.

10) Antiaircraft Guns.

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[redacted]  
are  
There is no permanent AA positions.

However, there are AA units stationed at LUKOV. These units hold target practice on the field, setting up temporary emplacements. These are always removed after the end of the practice.

11) Electric Power.

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[redacted]  
Overhead wires from LUKOV to SWIDRY; from there by underground cable to the field.

12) Lighting.

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[redacted]  
There are no search lights on the field. However, there are so-called flood lights stored at the field. There are no lights along the runway.

13) Road and Rail Connections.

25X1

[redacted]  
Roads from LUKOV to RADIN and SWIDRY, with side road. There is a road along the southern edge of the field connecting the two above roads. There is no industrial [redacted] spur track.

14) Key to Attached Sketch.

1. Runway, concrete paved.
2. Access strip, rolled.
3. Parking ramp
4. Hangars.
5. Foundations for hangars under construction.
6. Aircraft control tower.
7. Airfield command HQ.
8. Barracks complex.

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9. Fuel

10. ~~Moskva~~ Ammunition magazine in the barracks complex.

11. Barracks ammo magazine.

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1. Place.

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LUKOV, city in eastern Poland, located on the railroad line WARSAW-SIEDLCE-LUKOV-BIALA/PODLASKA (Russian border).

2. Location.

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West of the JAGODNE-DOMANICE-SIEDLCE road.

The airfield is located in the woods near JAGODNE, 800 meters from the village.

the field is

25X1

rectangular, length in east-west direction.

Length: 2500 meters, width 1200 meters.

The field has been built in a forest clearing. This is in the JAGODNE forest.

3. Runway, <sup>Taxi</sup> Access Strip

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Runway**NUFORM**

See No 1 of sketch.

From NE to SW corner of the field, diagonally across the field.

Concrete runway, 50 meters wide.

At the NE corner of the field work was begun last fall on a forest clearing which will run in a NE direction. This work is scheduled to be resumed in March 1955.

Taxi Strip.

None.

4. Garrison

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In late summer and early fall of 1954, there were periods of time when aircraft were [ ] landing or taking off at all times of the day and night. These aircraft came from an easterly direction and also took off in the same direction. The period of time these craft stayed at the field ~~were various~~ <sup>varied</sup>. Sometimes they stayed for 24 hours. Sometimes they took off again after two or three hours. [ ]

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[ ] two types of aircraft:

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(a) 20 meters long, high-wing monoplanes, 2 jet engines, the engines being placed directly adjacent to the fuselage under the wings. At the ends of the swept-back wings there was a cigar-like instrument.

(b) This type is much larger than type (a), about 35 meters long, same wing span, 4 engines, jets, under the wings. The engines are directly adjacent to the fuselage in the wings. The wings of these craft are not swept back as sharply as in the (a) craft. The tail assembly is almost vertical and the elevators are located at the lower end of the rudder.

These large aircraft were [ ] in the fall of 1954.

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The twin engine planes frequently arrived in groups of two and ~~three~~  
four and left the field in the same numbers.

The four-engine craft always arrived singly and also departed alone.

[redacted] Color: silver grey, near  
blue. The craft were all characterized with ~~a sharp angle of climb.~~  
by ability to  
Steep, rapid climb.

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(5) Buildings.

Hangars: None

Flight Control Tower: See No 3 of sketch.

[redacted] there were about a dozen. [redacted]

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Quarters for units stationed there.

(6) Revetments, see No 4 of sketch.

All revetments are surrounded by earth walls, width 50 meters, depth  
35 meters.

(7) Radio, Radar and Meteorological Station.

Radio.

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[redacted] However, at a point 600 meters  
south of the southern edge of the field, in a southeasterly direction from  
the west corner, there is a concrete blockhouse surrounded with barbed  
wire. [redacted]

[redacted] there is a permanent radar installation

in this blockhouse (see No 6 on sketch).

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Meteorological Station .

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None.

(8) Motor Fuel and AmmunitionFuel supply — see No 7 of sketch.

Area 400 x 300 meters, located 130 meters east of west corner, 50 meters south of the southern edge of the field. Underground tanks observed here, number not determined.

Underground Ammo Dump, see No 8 of sketch.

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Area 400 x 200 meters, located south of the airfield, north of the road leading to the hunting lodge WARKOCZ.

Rumors circulated [redacted] that atomic bombs were stored here. It is noteable that the same rumors circulated in LUKOV ~~as well~~ during recent times.

(9) AA Stations.

[redacted]  
there are 4 emplacements on the southern edge of the field.

The emplacements were not manned as of December 1954.

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(10) Electric Power.

Overhead wires run to the field from the power plant in LUKOV along the east side of the LUKOV-JAGODNE<sup>road</sup>. The line goes through the woods along the east side of the field.

(11) Road and Rail Connections.

South of the center of the city of JAGODNE a connecting road leads

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to the southern edge of the field from the main road that runs through the center of the city.

Simple surface (sic), not concrete.

No rail connections.

(12) Explanation of sketch.

1. Runway, concrete.
2. Extension of the runway with clearing of woods.
3. Aircraft control tower.
4. Aircraft revetments.
5. Barracks.
6. Radar.
7. Fuel dump.
8. Ammo dump.

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